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25X1

This is UNEVALUATED Information

GERMANY (SOVIET ZONE)

Economic.

Description of Railway Line between STRASBURG and NEU-BRANDENBURG (15th March 1956) :

(A)

1. Permanent Way

a) Rails

i) Standard Gauge
ii) 15 metres in length
iii) Secured to sleepers with fishplates.

b) Sleepers

i) Wooden except at goods stations where some are wooden and some iron.
ii) Iron sleepers are 1 metre apart and wooden sleepers 80 cm. apart.

2. Description of Line

a) Track

Single.

b) Stations

Distances are given in Kms. from PASEWALK

STRASBURG	-	18.2 Kms
Oertzenhof ~~OESTERNHOFF~~	-	30.4 "
~~NEETSKER~~ Neetzka	-	35.5 "
RUEHLOW	-	38.8 "
SIONHOLZ	-	45.3 "
NEU-BRANDENBURG	-	52.4 "

c) Passing Loops

Passing loops are at stations only.

d) There is a bridge over the ZAROW Canal at 27.4 Km. The bridge is of iron 40 metres long and 12 metres high.
There is a road subway at 38.6 Km; length 20 metres, height 12 metres and width 6 metres.

e) Tunnels

None.

f) Embankments

An embankment 5 metres high between 30.6 and 33.9 Kms.

g) Gradients and curves

There is an up gradient of 1 : 400 from Oertzenhof ~~OESTERNHOFF~~ to RUEHLOW. There are no sharp curves.

h) Junctions

At NEU-BRANDENBURG there are lines to ANKLAM, GREIFSWALD, STRALSUND, NEU-STRELITZ, ROSTOCK and BERLIN.

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3. System of Signalling

a) NEU-BRANDENBURG - Signals and switches are electrically operated. Control is from signal box A2. The dispatcher is at signal box NEBR.

b) STRASBURG - Signals are electrically and switches mechanically operated. Control is from signal box R1.

4. Marshalling Yards

None.

5. Servicing and Repair Facilities

a) Engine Sheds

There are 2 engine sheds at NEU-BRANDENBURG. Each shed is 70 metres long, 30 metres wide and 10 metres high. 35 machines are housed there.

b) Cranes

At NEU-BRANDENBURG there is one steam crane and two electric cranes for loading coal.

c) Railway Workshops

At NEU-BRANDENBURG there are wagon repair works which employ 300 men. The works consist of 2 shops each of 80 X 20 X 15 metres.

6. Electrification

No part of the line is electrified.

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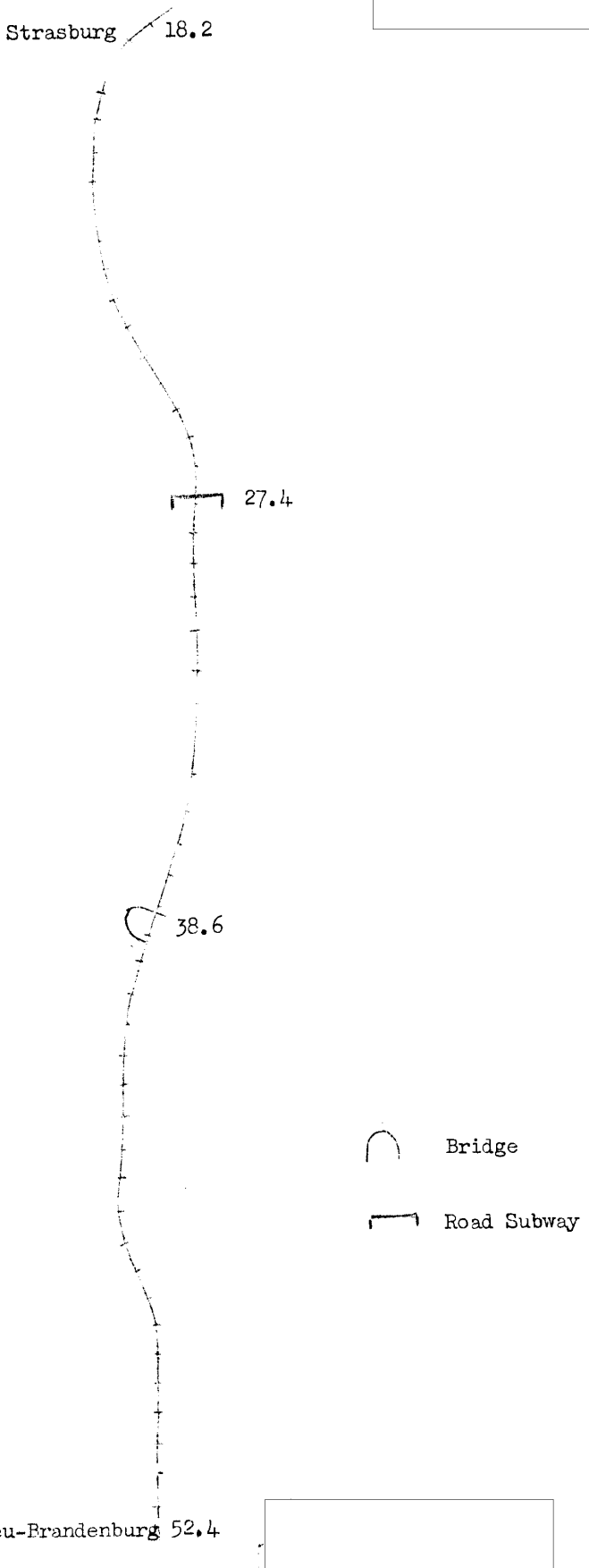
Appendix



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GERMANY (SOVIET ZONE)

Economic.

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Details of Railway between BELZIG-BORKHEIDE (9th March 1956)

B

1. Permanent Way

a) Rails

i) Gauge not given
ii) 15 metres in length
iii) Rails screwed to sleepers.

b) Sleepers

i) Wooden
ii) Laid at 80 cm intervals.

2. Description of Line

a) Single track

b) Stations, Distances are given from DESSAU

BELZIG	-	47.2 Km
BAITZ	-	52.5 Km
BRUECK	-	60.3 Km
BORKHEIDE	-	68.6 Km.

c) Passing Loops

BELZIG (in both directions) 46.0 Km to 48.2 Km
BRUECK 58.6 Km to 61.1 Km
BORKHEIDE - Passing loop - no details given.

d) Bridges

BELZIG (46.8 Km). The bridge which leads over the main road is of iron, 25 metres long 10 metres wide and 8 metres high.
BAITZ (54.9 Km) An iron footbridge 50 metres long, 2 metres wide and 10 metres high.

e) Culverts

There are small semi-circular concrete culverts at 61.1, 64.9 and 67.3 Kms.

f) Road Subways

A road subway at 50.1 Km, 10 metres long and 6 metres wide passing under the railway.

g) Embankments

An embankment about 7 metres high at 50.1 Km.

h) Gradients

Down gradient of 1 :270 between 54.5 Km and 60.3 Km.
There are no sharp curves.

i) Junctions

At 51.1 Km there are lines leading to BRANDENBURG and JUETERBOG.

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3. Signals and Switches

At BELZIG signals and switches are electrically operated including those in the small goods yard with 15 sidings. Control is effected from signal box BEZ 25X1

4. Marshalling Yards.

There are no marshalling yards on this stretch of line. Each station has a loading platform.

5. Track Maintenance

This is supervised from BELZIG.

6. Engine Sheds, Repair Shops and Loading Cranes

None.

7. Electrification

None.

[redacted] Comment - The gauge of the rails was not stated by source. 25X1

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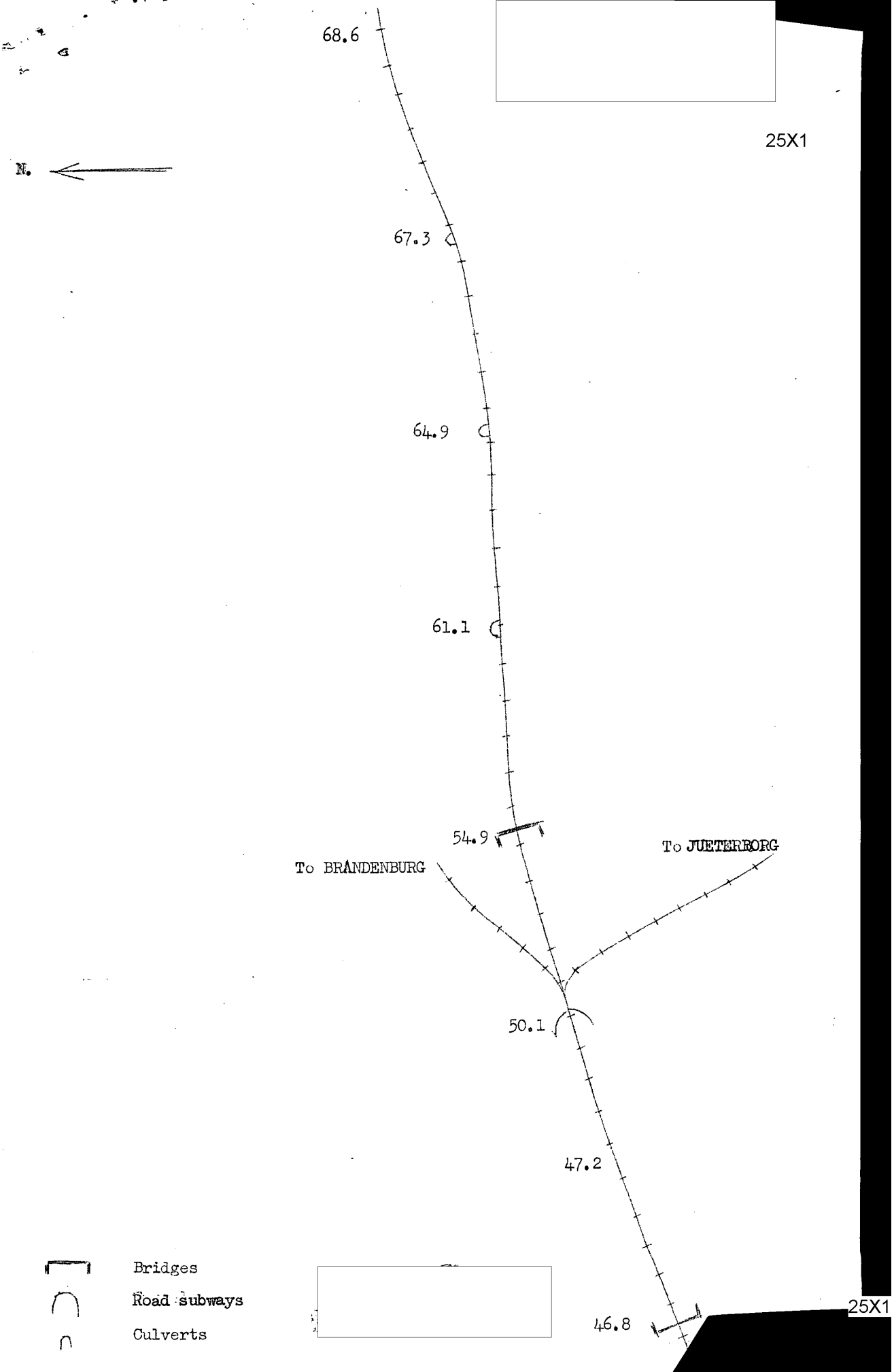

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GERMANY (SOVIET ZONE).

Economic.

Description of Section of Railway between COTTBUS and FINSTERWALDE. (15th March 1956).

1. Pemanent Way.

a) Rails: i) Gauge: Not stated.
ii) Type: Normal, 15 m. long.
iii) Method of securing rails to sleepers: Fishplate and screw.

b) Sleepers. i) Type: Wooden throughout the section.
ii) Spacing: 80 cm.

2. Description of Line.

a) Tracks: Double track for first 10.6 km from COTTBUS.

b) Stations:

COTTBUS	
KOLKWITZ-SUED	5.6 km.
EICHOW	13.4 "
CALAU	23.9 "
GOLMITZ	31.7 "
FINSTERWALDE	45.8 "

c) Passing Loops: Not stated. There are sidings at KOLKWITZ-SUED.

d) Bridges: At 14.6 km - Concrete bridge 100 m. long, 15.m. wide and 20 m. high over motor road.
At 20.1 km.- Iron bridge 30 m. long, 8 m. wide and 10 m.high over SPREE Canal.
At 28.5 km - Bridge over motor road.Same particulars as the 14.6 km. bridge.
At 38.2 km - Iron bridge 25 m. long, 6 m. wide and 10 m. high over the KLEINE ELSTER

Road Subways: At 4.8 km - 15 m long, 6 m. wide, 8 m. high.
At 17.4 " - 15 m long, 6 m. wide, 7 m high.
At 23.1 " - 28 m long, 8 m wide, 7 m. high
At 26.8 " - 28 m. long, 8 m. wide, 7 m. high.

e) Tunnels: None.

f) Cuttings and Embarkments: An embarkment 3 m high runs from COTTLUS to EICHOW. There are also embarkments of the appropriate height at the approaches to the bridges and road subways described above.

g) Gradients and Curves: An up-gradient of 1 : 140 runs from 23.9 km to 33.7 km. There are no sharp curves.

h) Junctions and Spurs: A secondary line branches off at 24.2 km for LUEBBENAU. A works line branches off at 25.1 km for GROSS-RAESCHEN, SEDLITZ and SENFTENBERG. Mechanically controlled by CAWE and GAB signal boxes.

3. System of Signalling.

All the switches and signals of the COTTBUS passenger and goods stations are

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controlled. The CTTS Signal Box controls those at the passenger station and the R 1 Signal Box controls those at the goods station (including the engine shed).

At GOLMITZ all signals are electric. The switches are partly electrically and partly mechanically controlled. The GOLMITZ E Signal Box operates them. The signal box is controlled by the train service manager.

At FINSTERWALDE signals and switches at the passenger station are electrically controlled. Those at the goods station are mechanically controlled. Control is exercised by the dispatcher and the train service manager from the FIN 1 Signal Box.

4. Administrative System of Control.

Control at COTTBUS is centralized. The centre is located in the Chief Traffic Control Dept. of the Reichsbahn Office at COTTBUS ("Ober Zugleitung im Reichsbahn-Amt COTTBUS").

5. Marshalling Yards.

None.

6. Servicing and Repair Facilities.

a) Engine Sheds: At COTTBUS there is an engine shed and workshop, semi-circular in shape, having a radius of about 50 m. 60 locomotives are housed there. Personnel - 700 railwaymen. There are 5 coal loading cranes - 2 steam driven and 3 electrically driven.

At FINSTERWALDE there is a round engine shed about 50 m in diameter, housing about 20 locomotives and with a small coal loading installation. About 200 railway men are employed there.

b) Breakdown cranes: Not stated.

c) Railway Workshops: At COTTBUS there is a workshop for the repair of goods and passenger wagons, employing about 150 railwaymen. The workshop is 100 m. long, 30 m. wide and 15 m. high.

Track maintenance is provided by platelaying gangs from COTTBUS, GOLMITZ and FINSTERWALDE.

At FINSTERWALDE Goods station there is a mobile Diesel crane for loading military equipment.

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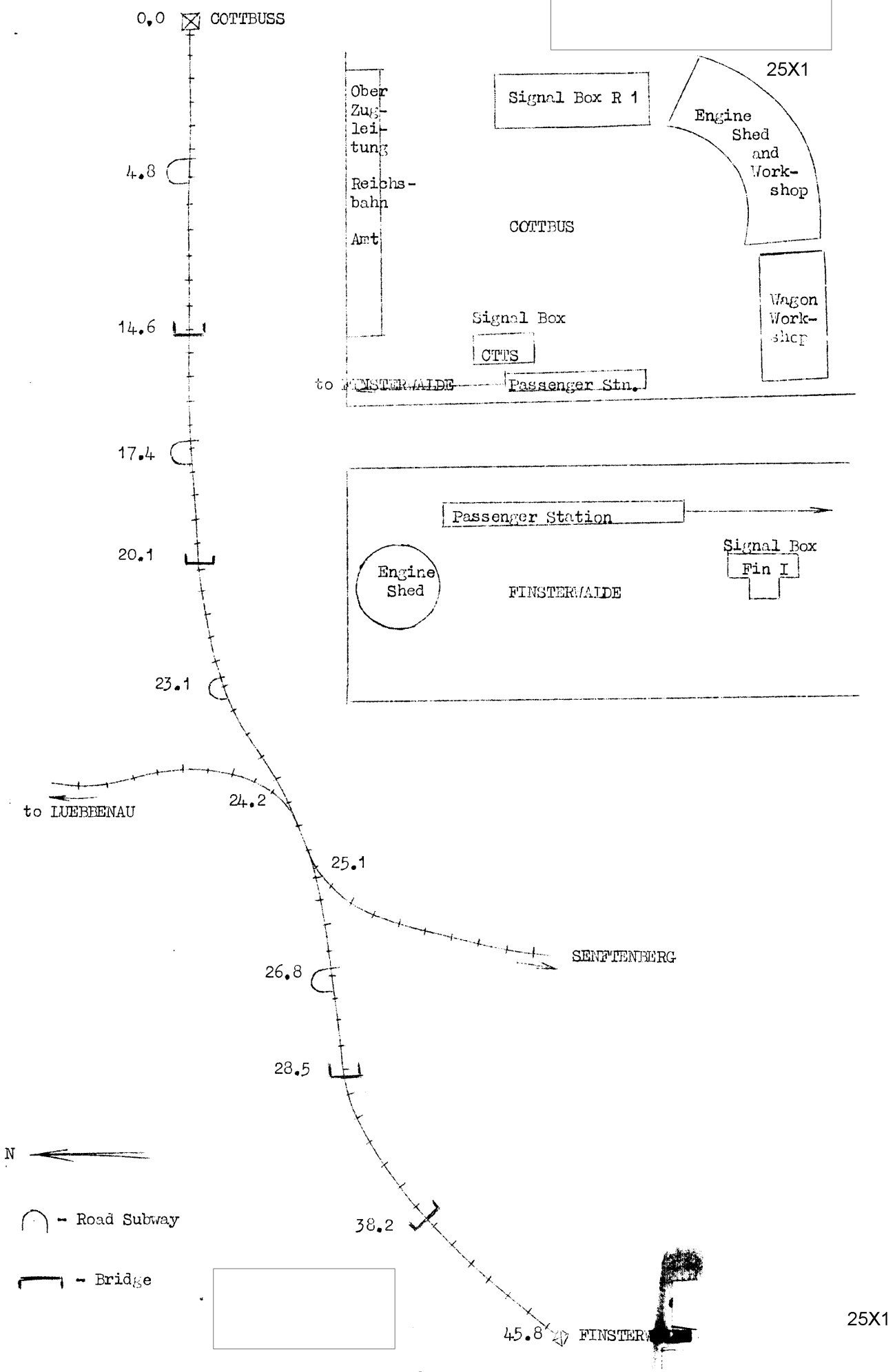

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